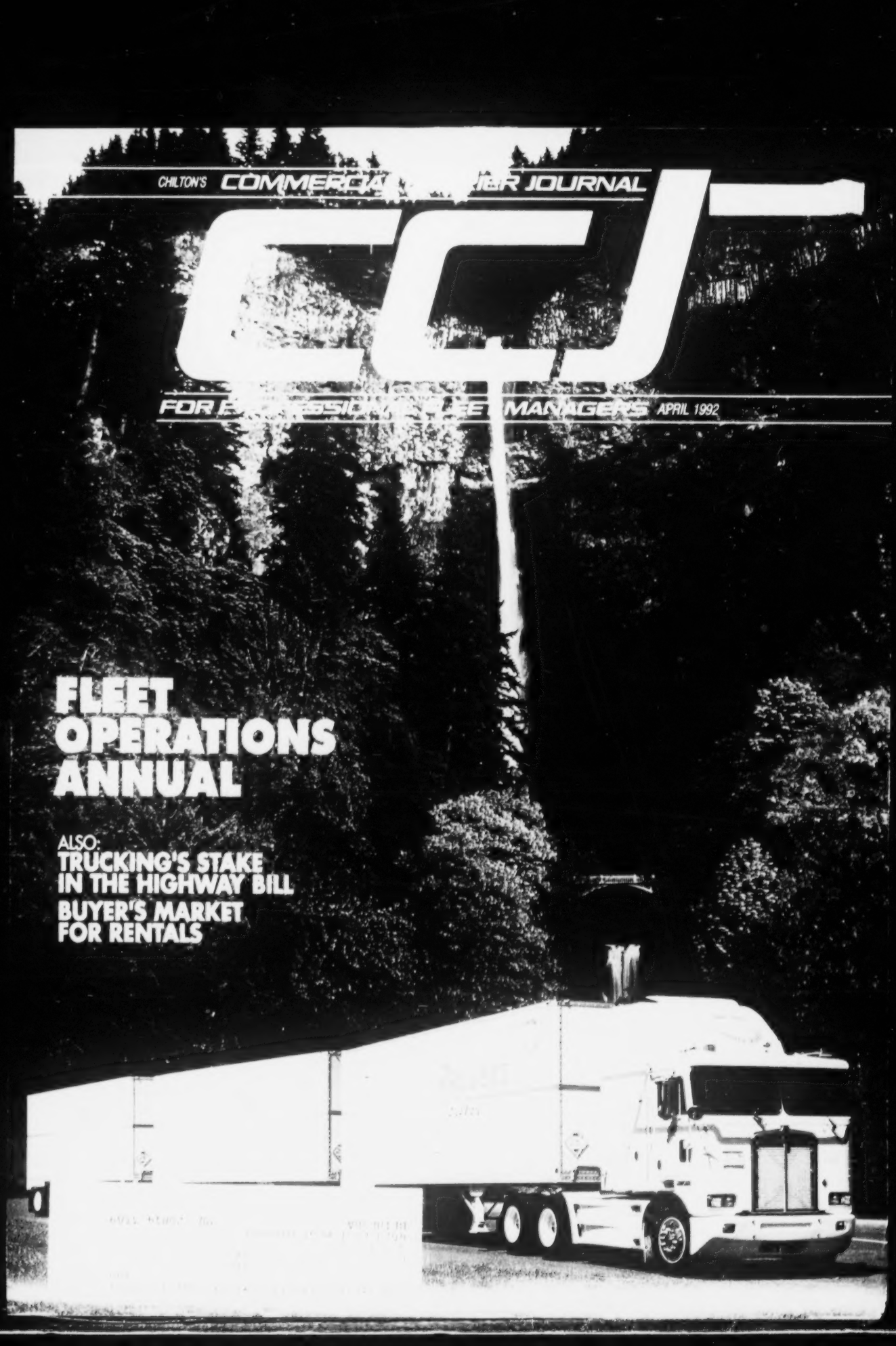
CHILTON'S COMMERCIAL CARRIER JOURNAL

CCJ

FOR PROFESSIONAL FLEET MANAGERS APRIL 1992

FLEET OPERATIONS ANNUAL

ALSO:
TRUCKING'S STAKE IN THE HIGHWAY BILL
BUYER'S MARKET FOR RENTALS



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Making a job look easy is a mark of competence. Take someone who makes it look like fun, add a lasting love of maintenance and people, and you're describing Charlie Jaynes.

He's the recently-retired director of purchasing and maintenance for Central Freight Lines, Waco, Texas, and winner of CCJ's Fleet Maintenance Executive Career Leadership Award for 1992.

In next month's cover story, *Charlie Jaynes: Deep in the heart of Texas*, read about how the "Waco Kid" maintained Central's huge fleet of power units and trailers for 30 years, while bringing equipment expenses to record lows. This is the story of Jaynes' professional and personal challenges–and achievements. ⌟

EDITORIAL STAFF

Editor-In-Chief
GERALD STANDLEY
215-964-4513

Executive Editor
PARRY DESMOND
215-964-4529

Managing Editor
CAROLE SMITH
215-964-4524

Senior Technical Editor
RICHARD CROSS
215-964-4517

Technical Editor
PAUL RICHARDS
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215-964-4514

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215-964-4509

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Western Editor
JAMES CHARLESWORTH
303-452-4739

Market Research Editor
MATT HOGAN
215-964-4521

Art Director
MIKE TRINSEY
215-964-4006

Publisher
GREGORY SHEREMET
215-964-4511

EDITORIAL OFFICES
One Chilton Way
Radnor, Pa. 19089

and

2600 Fisher Building
Detroit, Mich. 48202
313-875-2090

10982 Birch Drive
Denver, Colo. 80233
303-452-4739

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ISTEA-91 Pours On The Changes

The six-year, $151 billion Surface Transportation Efficiency Act of 1991 (ISTEA-91) provides higher levels of funding for highway and mass transit programs. It also increases the flexibility of states and local planning organizations have when determining how to divide federal dollars between highways, bridges and transit.

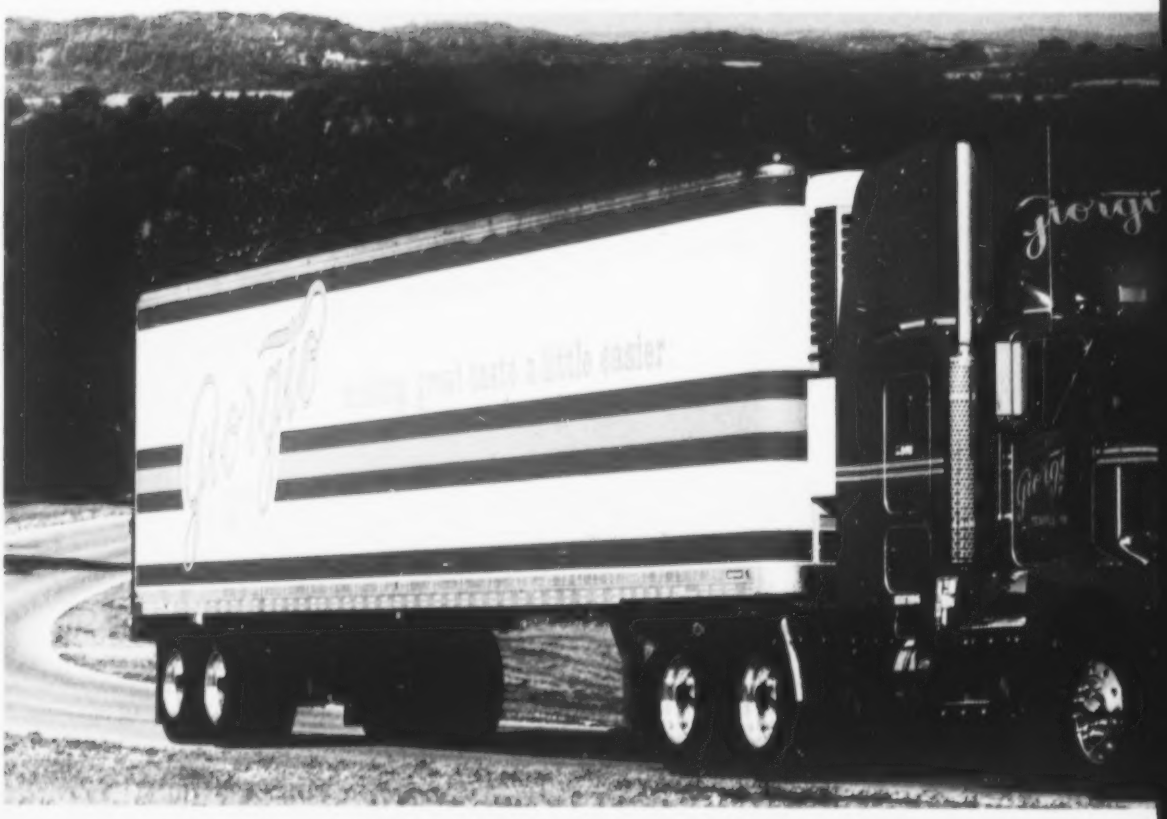
Under the legislation, $119.5 billion is provided for highway construction and repairs, including $38 billion for the 155,000-mile National Highway System (NHS), and $31.5 billion for mass transit construction and expansion.

Up to 100% of the NHS funds may be transferred in states which have identified air quality "non-attainment" areas under provisions of the the federal Clean Air Act, if approved by the Secretary of Transportation.

Other states may transfer 50% of their NHS money to other road programs or transit.

"The legislation's goal is to build a decision-making system that is not dominated by the federal bureaucracy. Instead, information will bubble up from state and local governments," said Rep. Norman Y. Mineta (D-Calif.), in a March speech at a Washington, D.C. symposium sponsored by the Automotive Safety Foundation, an affiliate of the Highway Users Federation. Mineta is a key member of the House Public Works and Transportation Committee.

Previous highway legislation dedicated federal taxes on diesel fuel and gasoline to the Highway Trust Fund for building and repairing roads and bridges.



STEA-91 grants state and local officials greater flexibility in deciding how the money is spent_not necessarily a good thing for the trucking industry.

Make no mistake...the battle for funding will be fought largely at the state and local levels.

"Now," say Western Highway Institute (WHI), "large chunks of this revenue will be available for mass transit, urban traffic control, vehicle research, highway safety programs, toll roads and the like_at the whim of state and local governments."

WHI also warns that "flexible funding powers, coupled with Clean Air Act mandates, give metropolitan and regional government organizations great potential for capturing truck tax money for non-highway purposes in 1992."

"All of us that have an interest from the highway side are going to have to be proactive on the state level," says Earl Eisenhart, National Private Truck Council (NPTC) vice president of government affairs. "This presents new challenges for NPTC and other highway-user groups who have traditionally focused most of their efforts on Washington."

"The trend is towards more and more local control", says Lana Batts, senior vice president of government affairs, American Trucking Associations. "In the past, we have had to deal with a two-dimensional chess game. Now we have a three-dimensional chess game at the federal, state and local levels."

The metropolitan planning provisions of ISTEA-91 offer more power to governments via metropolitan planning organizations (MPOs).

MPOs evolved from 1960s federal legislation that allowed local input on questions of urban renewal. The groups are made up of locally elected officials. They have been empowered by ISTEA-91 to make decisions on how transportation funds are spent.

MPOs are responsible for developing, in cooperation with the State and affected transit operators, a long-range transportation plan.

The planning process must now include considerations such as land use, intermodal connectivity, methods to enhance transit service, and needs identified through the management system.

In communities with a population over 200,000, MPOs will take a lead role in creating the management system to deal with traffic congestion. And MPOs will play supporting roles in developing the other management systems called for by the act, including ones addressing safety, bridges, pavement and intermodal facilities.

Lana Batts said her organization and its 50 state trucking association affiliates will first begin to work with the MPOs in the 22 cities on air quality issues identified as "non-attainment" areas by federal clean air legislation.

"Our first problem is getting to know these people", said Batts. "Our second problem is educating them about what a truck is and what it does."

Batts predicted the problem will be a long, involved process. "There is nothing homogeneous about these groups. And what it is going to take is our individual state associations dealing with MPOs in a manner that reflects the needs of those individual MPOs," Batts continued.

Other key topics of interest to the trucking industry and the MPOs will be developing long range plans for a network of routes connecting to the Interstate Highway System as well as addressing local traffic patterns and productivity issues.

"It's not time for the faint-hearted," declared Janet Oakley, director of transportation, National Association of Regional Council, which represents MPOs.

Continued

"The new legislation is performance-oriented," said Oakley. "People are going to have to put their heads together. And while it might be contentious, by putting all the issues down on the table and educating the community about the broad picture and not just one little piece of the picture, you have a more informed decision based on the total implications."

ISTEA-91 has several other implications for the trucking industry. It requires states to join the International Registration Plan and the International Fuel Tax Agreement (IFTA) by Sept. 30, 1996. States which participated in the Regional Fuel Tax Agreement as of Jan. 1, 1991, and continue to participate, are not required to join the IFTA.

The act also eliminated bingo stamps, cab cards and decals in the 39 states which participate in those programs, effective Jan. 1, 1994. The legislation also directed the Interstate Commerce Commission (ICC) to establish, by June 18, 1993, a base-state system for motor carriers to register their ICC operating authority, provide proof of insurance, and pay all annual fees to a single state.

Only the 39 states that currently participate in the bingo stamp program can require motor carriers to provide proof of insurance under the new system.

Those states will distribute the collected fees to other participating states in which a carrier's vehicles operate. Fees under this system will be based on the number of vehicles a carrier operates in a state and the number of states the carrier operates in.

States can't charge a fee greater than the amount they charged as of Nov. 15, 1991, and the fee cannot exceed $10 per vehicle.

The Motor Carrier Safety Assistance Program (MCSAP) was reauthorized. The MCSAP provides federal funds to the states for truck and bus safety activities. By Jan. 1, 1994, states must participate in SAFETYNET, a shared database of driver, vehicle inspection and accident data.

ISTEA-91increases the maximum length of buses from 40-ft. to 45-ft.

The operation of double and triple trailer combinations with a gross vehicle weight over 80,000-lb is limited to states where they were allowed to be operated on June 1, 1991. ISTEA-91 prohibits states in which LCVs have been allowed to operate from expanding routes or removing restrictions related to LCV operations after that date.

The Federal Highway Administration (FHWA) will publish a final list of LCV limitations and requirements in the June 1992 Federal Register.

The legislation also requires the FHWA to establish minimum training requirements for LCV operators.

FHWA will issue a final rule on LCV driver training requirements by Dec.18, 1993.

The agency also will propose a rule by Dec.18, 1992, on whether training for entry-level truck and bus drivers (other than LCV operators) should be required.

Also by Dec. 18, 1992, the FHWA will issue a final rule on established sanctions and penalties for drivers violating out-of-service orders.

And half of the 5¢ fuel tax increase which became effective in December 1990 has been extended from December 1995 to 1999.

Also, warns WHI, increased state matching requirements will mean pressures for state truck tax increases in the current state legislative sessions. Six western states already have cost allocation studies in the mill.

How To Read The Charts

The following information is a guide to the items on the succeeding maps and charts. Data in this section is compiled from volumes of complex laws and regulations. It is impossible to list all of the details. Final authority rests with the texts of laws and regulations involved. Carriers that have questions or seek additional information can find the telephone numbers of the licensing and registration authorities in each state at the end of this section..

Commercial Vehicle Safety Alliance (CVSA) is a truck safety group representing 48 states (only Hawaii and South Dakota are not members), the country of Mexico and 12 Canadian provinces and territories. CVSA provides a framework so participants can achieve uniformity, compatibility and reciprocity of standardized heavy vehicle roadside and on-site safety inspection procedures and out-of-service criteria. CVSA issues a quarterly, color-coded decal for commercial vehicles that pass random inspection.

International Registration Plan (IRP), a base-State agreement for the registration of trucks and buses operating in different States, has 45 member-states. A member's truck can travel in all member states and the Canadian province of Alberta with one license plate and one IRP cab card. The motor carrier pays a registration fee to its base (or home) state. The base state sends a portion of that fee to IRP states where the member vehicle or vehicles will travel in the coming year.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA-91) requires all states to join the IRP by Sept. 30, 1996. To help with technical assistance, training and the equipment needed to participate in the IRP, ISTEA-91 authorizes $30 million in grants to the States. It also authorizes $6 million to fund a group of State and local government officials which must report recommendations on improving the IRP and IFTA in two years.

International Fuel Tax Agreement (IFTA), which covers 20 states, and the **Regional Fuel Tax Agreement (RFTA),** which covers three states, are base state fuel use tax agreements modeled after the IRP. Under ISTEA-91 all states must join IFTA by Sept. 30, 1996.

Under IFTA and RFTA, the motor carrier files with their base state in order to complete tax registration, reporting and payment for all participating states. The base state issues a license, provides one decal, processes and verifies tax reports, receives license fees and tax payments, and distributes tax payments to appropriate member states.

Fuel Taxes: State fuel taxes increased in 11 states in 1991, up from six states in 1990. This year, 18 states are expected to consider increasing highway revenues to take advantage of increased federal funding available under ISTEA-91. To take advantage of the new funding, states must raise 20% of project costs. The Federal share for most programs is 80%. Most of the state funds are raised from taxes on gasoline and diesel fuel. Federal funds come primarily from the 20¢ tax on diesel fuel and the 14¢ tax on gasoline.

Third Structure Taxes are ton-mile or axle-mile taxes charged by six states. Registration fees and fuel taxes are the first and second levels of the structure.

Long Combination Vehicles (LCVs): ISTEA-91 restrict operations of double and triple trailer combinations with gross weights in excess of 80,000-lb to the States in which they were operating on June 1, 1991. It also prohibits the expansion of routes or the removal of operating restrictions after that date. States were required to submit information on LCV limitations and requirements to the FHWA by Feb. 18. A final list of these state laws and highways will be published in the Federal Register in June.

ISTEA-91 also requires FHWA to study the operation and safety of longer combination vehicles.

53-ft Trailers are allowed by 44 states on Interstates and designated highways, and by 32 states on state and nondesignated highways. Most states have an axle-spacing or a kingpin requirement to minimize "swing out" on the rear end of the trailer.

Reciprocity Agreements

	States in International Registration Plan
RFTA	Regional Fuel Tax Agreement
IFTA	International Fuel Tax Agreement
CVSA	All states belong to the Commercial Vehicle Safety Alliance except Hawaii and South Dakota

What you see are the states which are members of the major reciprocity agreements. The map is designed to give you a starting point from which to check out the requirements of each state through which your vehicles will pass.

What you don't see is the minute detail of interstate reciprocity agreements, many involving several pages of text. Nor does the chart cover Public Utility Commission (PUC) agreements involving for-hire carriers.

Hence, you are urged to seek further details either from your associations or by contacting the appropriate state authorities. Addresses and telephone numbers are listed. If you have any doubts, this should be done in advance of the trip.

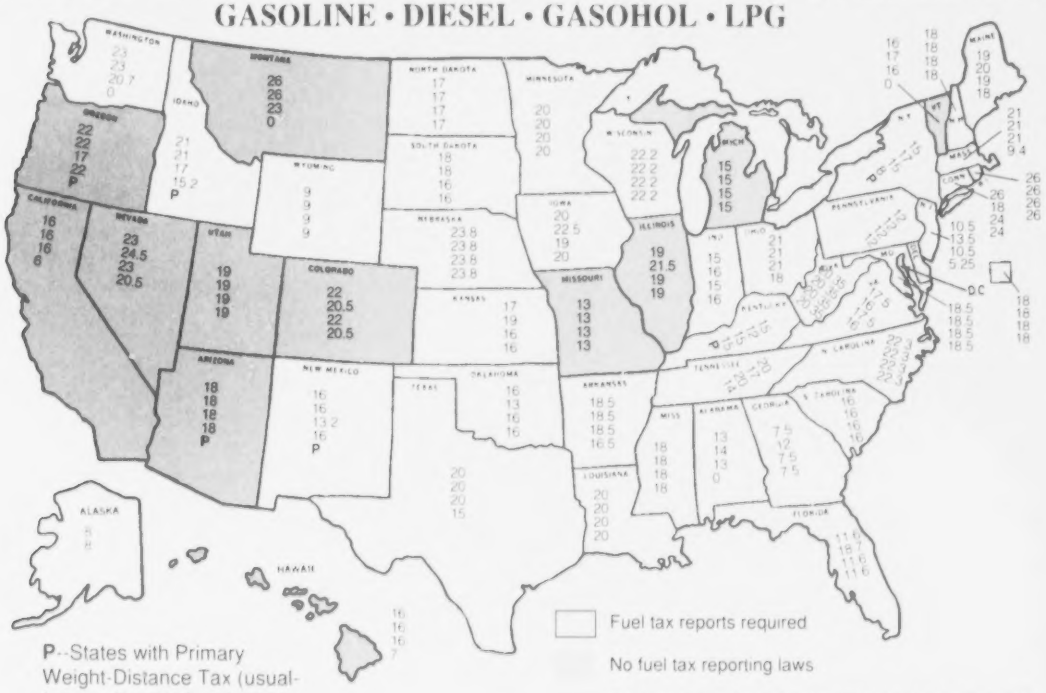
While every precaution has been taken to assure accuracy, correctness is not guaranteed, and the publishers waive all responsibility for any errors or omissions.

	Agreements				Taxes						53-ft Trailers Allowed	
State	CVSA	IRP	IFTA	RFTA	c gal Gas	c gal Diesel	c gal Gasohol	c gal LPS	Third Structure Tax	LCVs Allowed	I&DH**	S&NH***
ALA	x	x			13	14	13	0			x	x
AK	x				8	8	0	0		T; TD; RMD		
ARIZ	x	x	x		18	18	18	18	x	T; TD; RMD	x	x
ARK	x	x	x		18.5	18.5	18.5	16.5			x	x
CALIF	x	x			16	16	16	6		RMD*	x	x
COLO	x	x	x		22	20.5	22	20.5		T; TD; RMD	x	x
CONN	x	x			26	18	24	24				
DEL	x				19	19	19	19			x	x
D.C.	x				18	18	18	18				
FLA	x	x			11.6	18.7	11.6	11.6		TD; RMD	x	x
GA	x	x			12	12	12	12			x	
HI					16	16	16	7				
IDA	x	x	x		21	21	17	15.2	x	T; TD; RMD	xP	x
ILL	x	x			19	21.5	19	19			x	x
IND	x	x	x		15	16	15	16		T; TD; RMD	x	x
IA	x	x	x		20	22.5	19	20			x	x
KANS	x	x	x		17	19	16	16		T; TD; RMD	x	x
KY	x	x			15	12	15	15	x		x	x
LA	x	x			20	20	20	20		RMD**	x	
ME	x	x		x	19	20	19	18			xP	
MD	x	x			18.5	18.5	18.5	18.5				
MASS	x	x			21	21	21	9.4		TD	x	
MICH	x	x			15	15	15	15			x	
MINN	x	x	x		20	20	20	20			x	x
MISS	x	x			18	18	18	17			x	x
MO	x	x	x		13	13	13	13		T; TD; RMD	x	x
MONT	x	x	x		20	20	20	0		T; TD; RMD	x	x
NEB	x	x	x		23.8	23.8	23.8	23.8		T; TD; RMD	x	x
NEV	x	x	x		23	24.5	23	20.5		T; TD; RMD	x	x
N.H.	x	x		x	18	18	18	18			x	
N.J.	x				10.5	13.5	10.5	5.25			x	
N.M.	x	x			16	16	13.2	16	x		x	x
N.Y.	x	x			8	10	8	8	x	TD; RMD	x	
N.C.	x	x	x		22.3	22.3	22.3	22.3			x	
N.DAK	x	x	x		17	17	17	17		T; TD; RMD	x	x
OHIO	x	x			21	21	21	18		T; TD; RMD	x	x
OKLA	x	x	x		16	13	16	16		T; TD; RMD	x	x
ORE	x	x			22	22	17	22	x	T; RMD	x	xP
PA	x	x			12	12	12	12			x	x
R.I.	x				26	26	26	26				
S.C.	x	x			16	16	16	16			x	
S.DAK		x	x		18	18	16	16		T; TD; RMD	x	x
TENN	x	x			20	17	20	14			x	x
TEX	x	x			20	20	20	15			x	x
UTAH	x	x	x		19	19	19	19		T; TD; RMD	xP	xP
VT	x	x		x	16	17	16	0			x	
VA	x	x			17.5	16	17.5	16			x	x
WASH	x	x	x		23	23	20.7	20.35		RMD	xP	xP
W.VA.	x	x			20.35	20.35	20.35	20.5			x	x
WISC		x	x		22.2	22.2	22.2	22.2			x	x
WYO	x	x	x		9	9	5	0		T; RMD	x	x

*--Over all 65 ft length. ** two 30 ft units and a cargo space of 75 ft. *** P Permit Needed
I&DH--Interstate & Designated Hwys. S&NH State & Non designated Hwys

Taxes

PRIMARY WEIGHT-DISTANCE & FUEL TAXES IN CENTS-PER-GALLON
GASOLINE • DIESEL • GASOHOL • LPG


WASHINGTON 23 23 20.7 0
OREGON 22 22 22 22 P
CALIFORNIA 16 16 16 6
NEVADA 23 24.5 23 20.5
IDAHO 21 21 17 15.2 P
MONTANA 26 26 23 0
WYOMING 9 9 9 9
UTAH 19 19 19 19
ARIZONA 18 18 18 18 P
COLORADO 22 20.5 22 20.5
NEW MEXICO 16 16 13.2 16 P
NORTH DAKOTA 17 17 17 17
SOUTH DAKOTA 18 18 16 16
NEBRASKA 23.8 23.8 23.8 23.8
KANSAS 17 19 16 16
OKLAHOMA 16 13 16 16
TEXAS 20 20 20 15
MINNESOTA 20 20 20 20
IOWA 20 22.5 19 20
MISSOURI 13 13 13 13
ARKANSAS 18.5 18.5 18.5 16.5
LOUISIANA 20 20 20 20
WISCONSIN 22.2 22.2 22.2 22.2
ILLINOIS 19 21.5 19 19
MICHIGAN 15 15 15 15
INDIANA 15 16 15 16
OHIO 21 21 21 18
KENTUCKY 15 16 15 16
TENNESSEE 20 20 20 20
MISS 18 18 18 18
ALABAMA 13 14 13 0
GEORGIA 7.5 12 7.5 7.5
FLORIDA 11.6 18.7 11.6 11.6
S. CAROLINA 16 16 16 16
N. CAROLINA 22 22 22 22
VIRGINIA 26 26 26 26
W. VIRGINIA 15 15 15 15
PENNSYLVANIA 26 26 26 26
NEW YORK 10.5 13.5 10.5 5.25
MARYLAND 18.5 18.5 18.5 18.5
DELAWARE 18 18 18 18
D.C.
NEW JERSEY 18 18 18 18
MAINE 19 20 19 18
VERMONT 21 21 21 9.4
MASS. 26 26 26 26
CONN. 26 18 24 24
R.I.
N.H. 16 17 16 0
ALASKA 8 8
HAWAII 16 16 16 7
Fuel tax reports required
No fuel tax reporting laws
Fuel tax reporting only on special fuel (not gasoline)

P--States with Primary Weight-Distance Tax (usually ton-mile or axle-mile tax).

Since taxes are subject to revision, contact the appropriate state office for current information.

According to The American Trucking Associations, third structure tax rates charged by states include:

•**Arizona:** Motor Carrier Tax begins at 1.319¢ per mile for 26,000-lb commercial vehicles and increases in 5,000-lb increments to 8.0¢ per mile for an 80,000-lb unit. With prior approval by the state, vehicles customarily used for one-way hauls, which run at least 45% of their miles empty, pay at 70% of these rates.

•**Idaho:** Use Fee for vehicles and combinations over 60,000-lb GVW begins at 3.005¢ per mile and increases in one-ton increments to 4.49¢ per mile for an 80,000-lb unit. Vehicles over 80,000-lb pay 4.49¢ per mile plus 0.21¢ a mile per ton or fraction thereof over 80,000-lb.

•**Kentucky:** Weight -distance tax for vehicles and combinations with a maximum registered GVW over 59,999-lb and under 80,000-lb is charged at 4¢ per mile.

•**New Mexico:** Weight-distance tax for vehicles and combinations over 26,001-lb GVW begins at 1.975¢ per mile and increases in one-ton increments to 3.168¢ per mile for vehicles 78,001-lb and over. With prior approval by the state, vehicles customarily used for one-way hauls, which run at least 45% of their miles empty, pay at two-thirds of these rates.

•**New York:** Highway Use Tax applies to: power units and combinations with GVW over 18,000-lb; trucks with an unladen weight over 8,000-lb; and tractors with an unladen weight over 4,000-lb. The tax calculated according to a vehicle's gross weight begins at 0.6¢ a mile for vehicles over 18,000-lb and increases in one-ton increments to 3 1/2¢ per mile for 76,000-lb vehicles. Vehicles over 76,000-lb pay an additional 0.2¢ per mile per additional ton. (The tax may also be calculated according to a vehicle's empty weight.) A supplemental tax, in the amount equal to the applicable Highway Use Tax, is also imposed on all public highways exclusive of the toll portions of the New York State Thruway.

•**Oregon:** Weight-Mile tax applies to commercial vehicles over 26,000-lb GVW. Vehicles are taxed according to the maximum combined weight declared for purposes of the tax and the number of taxable miles traveled. The tax is 4.45¢ per mile for vehicles over 26,001-lb increasing in one-ton increments to 14.55 per mile for 80,000-lb vehicles. The tax includes 16¢ per gal.diesel fuel tax. Vehicles over 80,000-lb are subject to a Road Use Assessment Fee determined by gross weight and number of axles.

State Agencies

Contact these state agencies for information on registration, reciprocity, sizes and weights, taxes and permits.

ALABAMA
Registration: 205-242-9000
Motor Fuel Division
205-242-9608
Oversize/Overweight
205-834-1092

ALASKA
Registration: 907-269-5571
Motor Fuel Division
907-465-2322
Oversize/Overweight
907-345-7636

ARIZONA
One Stop Shopping
602-255-6775

ARKANSAS
Registration, Taxes:
501-682-4800
Oversize/Overweight
501-569-2381

CALIFORNIA
Registration: 916-732-7075
Motor Fuel Division
916-322-2010
Taxes
916-369-0500
Oversize/Overweight
916-445-2172

COLORADO
One Stop Shopping
303-534-5602
Taxes
303-866-3324

CONNECTICUT
Registration: 203-566-2394
Motor Fuel Division
203-297-5780
Oversize/Overweight
203-566-4010

DELAWARE
Registration: 302-739-4459
Motor Fuel Division
302-739-4538
Oversize/Overweight
302-739-4374

DISTRICT OF COLUMBIA
Registration: 202-727-6694
Audit Division
202-727-6566
Oversize/Overweight
202-727-7049

FLORIDA
One Stop Shopping
904-488-6921
Oversize/Overweight
904-488-4961

GEORGIA
Registration: 404-656-4145
Motor Fuel Division
404-656-4050
Oversize/Overweight
404-656-5428

HAWAII
Registration: 808-941-2255
Motor Fuel Division
808-548-3892
Oversize/Overweight
808-548-5821

IDAHO
Registration: 208-334-8611
Motor Fuel Division
208-334-7706
Oversize/Overweight
208-334-8420

ILLINOIS
Registration: 217-782-4815
Motor Fuel Division
217-785-1397
Oversize/Overweight
217-782-6271

INDIANA
One Stop Shopping
317-232-2791

IOWA
One Stop Shopping
515-237-3264

KANSAS
One Stop Shopping
913-272-8192

KENTUCKY
One Stop Shopping
502-564-4540

LOUISIANA
Registration: 504-925-6270
Motor Fuel Division
504-925-7656
Oversize/Overweight
504-343-2345

MAINE
Registration, Licensing
207-626-8600
Motor Fuel Division
207-289-3851
Oversize/Overweight
207-626-8630

MARYLAND
Registration: 301-787-2971
Fuel Taxes
Motor Vehicle Fuel Tax
301-974-3134
Oversize/Overweight
301-333-1597

MASSACHUSETTS
Registration: 617-727-3559
Motor Fuel Division
617-727-4373
Oversize/Overweight
617-973-7796

MICHIGAN
One Stop Shopping
517-322-1166

MINNESOTA
One Stop Shopping
612-296-2138
Fuel-Trip Permit Only
612-296-7935
Oversize/Overweight Permits
612-296-6441

MISSISSIPPI
Registration: 601-359-1248
Motor Fuel Division
601-359-1261
Oversize/Overweight
601-359-1148

MISSOURI
Registration, Permits, Fuel
314-751-2611
Oversize/Overweight
800-877-8499

MONTANA
Registration, Permits &
Oversize/Overweight
406-444-6130
Motor Fuel Division
406-444-3474

NEBRASKA
Registration: 402-471-3897
Motor Fuel Division
402-471-2971
Oversize/Overweight
402-479-4775

NEVADA
Registration, Motor Fuel
702-687-5340
Oversize/Overweight
702-687-5410

NEW HAMPSHIRE
Registration & Fuel Tax
603-271-2311
Oversize/Overweight
603-271-2691

NEW JERSEY
One Stop Shopping
609-588-360

NEW MEXICO
Registration: 505-827-0392
Motor Fuel Division
505-827-4519
Oversize/Overweight
505-827-0367

NEW YORK
Registration: 518-474-0871
Motor Fuel Division
518-457-3652
Oversize/Overweight
518-457-1155

NORTH CAROLINA
One Stop Shopping
919-733-0671

NORTH DAKOTA
Registration: 701-224-2725
Non-IFTA: 701-224-3239
IFTA: 701-224-2725
Oversize/Overweight
701-224-2621

OHIO
Registration: 614-752-7500
Motor Fuel Division
614-466-3921
Oversize/Overweight
614-275-2800

OKLAHOMA
One Stop Shopping
405-521-3036
Oversize/Overweight
405-425-2390

OREGON
Registration: 503-378-6699
Weight Distance Tax Division,
503-378-6699
Oversize/Overweight
503-378-3568

PENNSYLVANIA
Registration: 717-783-6095
Moor Fuel Taxes
717-783-2518
Oversize/Overweight
717-787-4680

RHODE ISLAND
Registration & Oversize/Overweight
401-277-2986

SOUTH CAROLINA
Registration: 803-737-6620
Motor Fuel Division
803-737-4872
Oversize/Overweight
803-737-1279

SOUTH DAKOTA
Multi-State Licensing
605-773-3501
Motor Fuel Division
605-773-3541
Oversize/Overweight
605-698-3925

TENNESSEE
Registration: 615-741-1786
Motor Fuel Division
615-741-3394
Oversize/Overweight
615-741-3821

TEXAS
Registration: 512-465-7686
Oversize/Overweight
512-465-1700

UTAH
Registration & Fuel Permits
801-538-8390
Oversize/Overweight
801-965-4508

VERMONT
One Stop Shopping
802-828-2070

VIRGINIA
One Stop Shopping
804-786-3621

WASHINGTON
Registration & Fuel
206-753-6993
Oversize/Overweight
206-459-6715

WEST VIRGINIA
Registration: 304-348-3900
Motor Ivehicle Division
304-348-3333
Oversize/Overweight
304-348-3643

WISCONSIN
One Stop Shopping
608-266-9900

WYOMING
Registration, Fuel &
Oversize/Overweight
307-777-4437

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